

## CLAIMS

1. An oil pan for an engine comprising:  
a body having a floor and side walls; and  
said body having a plurality of baffles extending vertically  
from the floor and intersecting each other and the side walls in a manner to  
5 form four chambers, and said walls having openings to allow oil flow  
therethrough;  
wherein one of said chambers acts as an oil pick-up chamber.
2. The oil pan of claim 1, wherein said body is a one-piece  
cast aluminum component and said four chambers include said oil pick-up  
chamber, a rear chamber and two side chambers.
3. The oil pan of claim 2, wherein one of said openings is  
positioned at a base of one of said baffles to communicate said rear chamber  
with said oil pick-up chamber, and two more of said openings are positioned at  
a base of another two of said baffles, respectively, to communicate said two  
5 side chambers with said oil pick-up chamber.
4. The oil pan of claim 2, wherein said baffles forming  
said rear chamber are angled with respect to the side walls to form a funnel  
shape to direct oil toward the pick-up chamber.
5. The oil pan of claim 2, wherein a first of said baffles  
separates one of said side chambers from the oil pick-up chamber, a second of  
said baffles separates the other of said side chambers from the oil pick-up  
chamber, a third of said baffles separates said other of said side chambers from  
5 said rear chamber, a fourth of said baffles separates said rear chamber from  
said oil pick-up chamber, and a fifth of said baffles separates said rear  
chamber from said one of said side chambers.

6. The oil pan of claim 5, wherein said first, second and fourth baffles each has an opening formed therein to provide limited fluid communication between respective adjacent chambers.

7. The oil pan of claim 5, wherein said first, second and fourth baffles are sufficiently tall to prevent a substantial amount of oil from sloshing over the baffles during high acceleration vehicle maneuvers.

8. The oil pan of claim 5, wherein the opening in said first baffle is substantially the same size as the opening in said second baffle.

9. An engine comprising:  
 an engine block including at least one cylinder and a crankshaft;  
 a crankshaft oil deflector positioned below the crankshaft;  
 5 an oil pan connected to the engine block closely adjacent said crankshaft oil deflector, said oil pan having a plurality of vertical baffles dividing the oil pan into four chambers, said walls having openings to allow limited oil flow between said chambers, wherein one of said chambers acts as an oil pick-up chamber and includes a pick-up tube; and  
 10 wherein the oil pan is characterized by the absence of a horizontal baffle extending over the oil pan.

10. The engine of claim 9, wherein said body is a one-piece cast aluminum component and said four chambers include said oil pick-up chamber, a rear chamber and two side chambers.

11. The engine of claim 10, wherein one of said openings is positioned at a base of one of said vertical baffles to communicate said rear chamber with said oil pick-up chamber, and two more of said openings are positioned at a base of another two of said vertical baffles, respectively, to  
5 communicate said two side chambers with said oil pick-up chamber.

12. The engine of claim 10, wherein said vertical baffles forming said rear chamber are angled with respect to each other to form a funnel shape to direct oil toward the pick-up chamber.

13. The engine of claim 10, wherein a first of said vertical baffles separates one of said side chambers from the oil pick-up chamber, a second of said vertical baffles separates the other of said side chambers from the oil pick-up chamber, a third of said vertical baffles separates said other of  
5 said side chambers from said rear chamber, a fourth of said vertical baffles separates said rear chamber from said oil pick-up chamber, and a fifth of said vertical baffles separates said rear chamber from said one of said side chambers.

14. The engine of claim 13, wherein said first, second and fourth vertical baffles each has an opening formed therein to provide limited fluid communication between respective adjacent chambers.

15. The engine of claim 13, wherein said first, second and fourth vertical baffles are sufficiently tall to prevent a substantial amount of oil from sloshing over the vertical baffles during high acceleration vehicle maneuvers.

16. The engine of claim 13, wherein the opening in said first vertical baffle is substantially the same size as the opening in said second vertical baffle.

17. An oil pan for an engine comprising:  
a one-piece cast aluminum body having a floor and side walls;  
said body having a plurality of baffles extending vertically  
from the floor and intersecting each other and the side walls in a manner to  
5 form four chambers, and said walls having openings to allow oil flow  
therethrough;  
wherein said four chambers include an oil pick-up chamber, a  
rear chamber and two side chambers; and  
wherein one of said openings is positioned at a base of one of  
10 said baffles to communicate said rear chamber with said oil pick-up chamber,  
and two more of said openings are positioned at a base of another two of said  
baffles, respectively, to communicate said two side chambers with said oil  
pick-up chamber.

18. The oil pan of claim 17, wherein said baffles forming  
said rear chamber are angled with respect to the side walls to form a funnel  
shape to direct oil toward the pick-up chamber.

19. The oil pan of claim 17, wherein a first of said baffles  
separates one of said side chambers from the oil pick-up chamber, a second of  
said baffles separates the other of said side chambers from the oil pick-up  
chamber, a third of said baffles separates said other of said side chambers from  
5 said rear chamber, a fourth of said baffles separates said rear chamber from  
said oil pick-up chamber, and a fifth of said baffles separates said rear  
chamber from said one of said side chambers.

20. The oil pan of claim 19, wherein said first, second and  
fourth baffles each has an opening formed therein to provide limited fluid  
communication between respective adjacent chambers.